

light-alloy extruded sections are featured prominently; their success in three years has been quite meteoric.

Quite apart from the sections, Reynolds extrude round rods, hexagon and rectangular bars. Production facilities have been extended, so that the company is now able to offer sections which can be inscribed in a circle a foot across and weighing up to 580 lb. apiece—which is extruding extraordinary.

*Rotax, Ltd., Willesden Junction, London, N.W.10 (Cb.501).*—As one contemplates the vast array of lamps, electric horns, spot-lights, etc., displayed on the Lucas-Rotax stand and, perhaps, moves the lever controlling a Harley retractable landing light, the enormous size of catalogue which must be required to contain a list of all the firm's products is a consideration which passes through the mind.

Among aircraft magnetos, starters, generators and the like is a 24-volt motor of the remote-drive type which, though turning at 6,250 r.p.m. itself, when suitably reduced in speed through a 625 to 1 gear, efficiently operates cooling gills for radial engines, or undercarriage legs, and even gun turrets.

*Rubery, Owen and Co., Ltd., Darlaston, South Staffs (D.703 and 602).*—Systematic storage of materials and parts is reduced to utter simplicity by the equipment developed by Rubery, Owen. The finer points of storage have been studied first-hand, for the manufacturers of the severely smart bins, cupboards, lockers, benches and racks are also producers of pulleys, bolts and nuts and, into the bargain, produce drawn steel and general structural steelwork.

*Salter, Geo., and Co., Ltd., West Bromwich, Birmingham (A.407, 306).*—No matter what season it is, we may be sure that Salter's will be able to put spring into an industry.

The housewife's burden is lightened by the use of Salter's ironmongery, and, no doubt, her cakes are lighter for the accurate weighing of ingredients on a Salter's balance.

Likewise, few British aeroplanes leave the ground without a Salter spring or washer in engine or airframe. The visitor may like to ask the Salter people the total number of foot-pounds of energy represented by their exhibit, but they would rather tell him, with some just pride, of the number of air records in which their springs have figured.

*Siebe, Gorman and Co., Ltd., 187, Westminster Bridge Road, London, S.E.1 (D.624).*—A few factors on which the Siebe, Gorman theme ("everything for safety everywhere") is based are Proto, Salvus, Fireox and Mecco-Briggs oxygen-breathing apparatus; Spirelmo smoke helmets; Novita and Novox resuscitating equipment; and Puretha gas masks.

The ingenuity of the nomenclature is rivalled only by the resourcefulness exhibited in the design of this aesthetically repulsive, but practically designed, rescue gear.

*Silvertown Lubricants, Ltd., West Silvertown London, E.16 (D.310).*—Every drop of oil used overseas by the Air Ministry is supplied, it is claimed, by Silvertown, and also one-third of the consumption at home.

To specification D.T.D. 109, Speedolene aero engine oil exceeds by a wide margin the Air Ministry requirements. Orders for aero engine lubricants are not measured in gallons but in thousands of tons.

Besides the aircraft oils for the R.A.F., the Estonian Government, and other big



Home of tubing and special sections—  
Accles and Pollock, Ltd.

consumers, all oil supplied to the Admiralty is refined by Silvertown.

*Simmonds Aerocessories, Ltd., Strand, London, W.C.2 (D.421).*—Fifty million Frenchmen, we know, can't be wrong, and it appears highly unlikely that our own Air Ministry, Admiralty and War Office, eighteen foreign governments, and the chief foreign and British railways would make any mistake about the value of Simmonds Elastic Stop-nuts, which they use in large quantities.

These vital accessories are just as well appreciated in the aircraft industry, in which, also, other Simmonds products (e.g., remote controls and cowling clips) are widely used.

*The Stanley Engineering Co., Ltd., 17, The Avenue, Egham, Surrey (D.725).*—Thirty-four pounds of *Cambria's* and *Caledonia's* 35,000 "all-up" is accounted for by a little Stanley petrol engine for W/T. and battery charging. Such units are also specified for the ordinary Empire boats, the Albatross, the Atalantas and the Ensigns.

In the Empire boats the engine is installed on duralumin channels in a stainless steel casing. The specification features screened ignition.

*Tecalemit, Ltd., Great West Road, Brentford, Middx (D.415 and 316).*—Though the Tecalemit exhibit is not representative of the firm's aircraft activities the occupants of the stand are well able to give information on the lubrication of valve rockers and guides, inaccessible bearings on airframes, supercharger bearings and so forth. An admirable catalogue sets out details of the various nipple systems, fuel pumps, oil cleaners and oil servicing equipment.

*Thomas, Bertram, Hulme, Manchester (Cb.321).*—It seemed likely that with so many types and sizes of racks, trays, shelving and steel-legged benches Bertram Thomas would be able to satisfy all comers. However, even though many well-known names—Rolls-Royce, Avro, Imperial Airways, Airspeed—appear among satisfied customers room has been found for a new version of rack with lid and shovel, known as the hopper tray. It can be filled instantaneously with, say, bolts or nuts, emptied nearly as fast with a shovel or lightened one piece at a time. Additional neatness and a covering from dust are incorporated in the improved design.

*Terry, Herbert and Sons, Ltd., Redditch (B.424).*—Here we find springs for every conceivable purpose from closing engine valves to expanding human muscles, but of exceptional interest is the Terry Anglepoise adjustable lamp, which, used in drawing offices, machine shops, and so forth, reduces eye-strain by casting a more intelligent light on the subject. The lamp "stays put" in any position, regardless of vibration, and the concentration made possible by the universal movement renders a 25-watt lamp as useful as a 60-watt one.

*Titanine, Ltd., Sheaveshill Avenue, Colindale, London, N.W.9 (Cb.208).*—Anyone who has come to regard Titanine solely as suppliers of aircraft dope is in for an illuminating jolt at Cb.208, where the application of cellulose and synthetic lacquers and enamels (air drying and stoving) on metal, wood, fabric, leather, paper and rubber is exemplified.

The latest Titanine offering to the aircraft industry is a barium chromate jointing compound (to an A.M. specification) for use when dissimilar metals are joined. Results with aluminium, anodically-treated duralumin and Elektron are illustrated.

*Vacuum Oil Co., Ltd., Caxton House, London, S.W.1 (D.419).*—Film strength, cooling capacity, tenacity and endurance are the most desirable attributes of a cutting oil, according to the Vacuum technicians whose persistency has made it possible to maintain the output of work, to preserve the tool edge, and to eliminate waste, all of which make for economy. Such achievements by the Vacuum organisation are tastefully publicised on D.419. Vacuum cutting oils are favoured by Gloster, Napier and Pobjoy.

*The Valor Co., Ltd., Bromford, Erdington, Birmingham (B.401).*—Frigid of foot and light of stomach, he whose duties keep him upon windy aerodromes may base his dreams on Valor heaters, boilers, cookers and ovens. In his more desperate moments he may secretly long for an opportunity to wield a Valor Foamera fire extinguisher, though this two-gallon protector would most likely deal too summarily, for his liking with a conflagration of petrol, alcohol, turpentine, oil, tar or any kindred substance which reacts less thankfully than the human frame to the flame that cheers.

Steel storage equipment is also featured.

Incidentally, the Valor Co. have contracted for the whole of the fire-extinguisher equipment of the Birmingham B.I.F., which is no mean responsibility.

*Wakefield, C. C., and Co., Ltd., Cheap-side, London, E.C.2 (Cb.301).*—Wakefield oils figure in so many flying, motor-ing and boating events in a year (as may be seen from their book of collected achievements) that it might be supposed that their makers would have no time for other activities; however, exhibits bear witness to the fact that no bearing, no matter what its design or how inaccessible its position, need go ungreated.

*Zinc Alloy Rust-proofing Co., Ltd., Wolverhampton (B.714).*—There is practically no limit to the applications of the Sherardising rust-proofing process, and specimens of metalwork treated and exposed to the elements bear witness to its impregnability.

Visitors to the B.I.F. last year may remember small metallic samples in packets, complete with nail and directions. *Flight's* sample, examined less than a week ago, had become well rusted at one end, but was quite unblemished on the treated portion.